

PERIHELION

 59

Summer 2001



Comet Class Association Newsletter

NEWSLETTER NUMBER 59
SUMMER 2001

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Front cover:

Peter Hayes ahead of Jonathon Latham, Winsford Flash open, 2001

(Photo: Tony Walsh, he lent his Comet, 726, to Jonathon)

CHAIRMAN'S REPORT

It seems like only yesterday I wrote my last report but here we are well into the season already with lots of good sailing behind us - and plenty more still to come! I hope you have all been enjoying your Comets as much as I have mine.

The early part of our programme has been badly affected by Foot and Mouth restrictions. One event was first off and then on again at too short notice to attract as many entries as it could have done, while a further four dates were cancelled although it is hoped these will be rescheduled for later in the season. You will find more on this in "Notes from the Committee". We will do our best to ensure that as many as possible of the meetings take place, if not on the original dates, and may be able to offer one or two additional fixtures. Last minute details, if any, will be on a loose sheet inserted in this edition but please bear with us if we have to vary the previously published Aphelions a little this year.

The Association Championships at Littleton SC proved to be a splendid weekend with a good breeze and warm weather for all 5 races. 42 entrants took part and close competition was enjoyed throughout the fleet. Congratulations to our new Association Champion, Ian Coppenhall, to all the other winners, and to everyone for taking part. Thanks, too, to Alan Browning for devising, and funding, some new prizes, the "Editors Prizes". Off the water, the pig roast, quiz, and other entertainment on the Saturday night went exceptionally well, too. Many thanks to Littleton for hosting the event and especially to Heidi, Martin, and Nick. If the National Championships are as good then it will have been a very good year indeed!

As you already know, our National Championships are to be held in the sheltered waters of Portland Harbour at the Weymouth & Portland Sailing Academy over the August bank holiday, 25th-27th August. It is a really superb sailing, and holiday, location so if you haven't already made plans to come then do so now. It should be a truly memorable event! Andrew Simmons is in charge of this event so give him a ring at Comet Dinghies (01769 574358) or look out for the entry details and accommodation list in this edition.

Thanks to the generosity of a former member, Ken McIntyre, the Association is now the proud owner of Comet 1, "Numero Uno". I collected it from Paxton Lake SC a couple of weeks ago and it is currently sitting on my drive. This is the AMS Marine prototype from which our boats were developed. Sadly it is in need of

some attention, it has wooden decks among other differences, but we hope to restore it to something like its former glory before too long. Watch out for further reports!

Many of you will know that one of our Veteran Members, Robin Ballam C518 of Crawley Mariners, was taken seriously ill shortly after the Fishers Green meeting. I'm very glad to say that he is nearly back to his old self again. He is not allowed to drive yet but nobody seems to have told him he shouldn't sail. Indeed, he competed in all five races at Littleton and did very well! Thanks to his wife, daughter, and the Thompson Family for providing the transport. The meeting would not have seemed right without him!

I urge as many of you as possible to attend our AGM to be held after racing on Sunday 26th August at the Weymouth and Portland Sailing Academy, you will find a bidding letter and nomination forms in this edition. Most of the Officers and Committee Members are standing for re-election and we have identified one "volunteer" already. If you are keen to put yourself forward we would be happy to have some competition.

Standing down from the Committee this time will be Phillip and Liz Hossell. We still expect to see them round the circuit but their other commitments mean they can no longer devote time to collating results and buying prizes for us. These are key responsibilities and we will miss their enthusiasm and inspired approach. Many and sincere thanks to them both for their dedicated service over the years.

Perihelion is your magazine. Much as I like to read reports on our open meetings and championships we need to hear more about all the other things you do. Do you race at your own club in a handicap fleet or a Comet fleet? Have you been to a regatta? Do you enjoy cruising and if so where? How does the Comet fare at your club? Is our handicap right for your conditions? Is your club membership growing or declining and what is being done about it? What do you do to bring newcomers into sailing? Do you run a sailing school? Perhaps you don't sail at a club, do you take a Comet on holiday with you? Where do you launch it and what adventures have you had? You must have hundreds of stories, tips, and items of gossip which could interest and help us all. So put pen to paper and let's see them in Perihelion!

Good Sailing,

Henry Jagers, Chairman

2000 AGM MINUTES

MINUTES OF THE ANNUAL GENERAL MEETING, HELD AT GLOSSOP AND DISTRICT SAILING CLUB, Saturday 30th April 2000

The meeting was attended by 30 members of the association

1. Apologies

Apologies were received from Keith Lamdin, Andrew Simmons, Alan Browning, Fiona Cauter, Annette Walters, Tony Thomas, Nancy Gould, Anne Browning, Steve Bellamy, Steve Heyes, Will Ablett, Mark Wilkins, John Coppenhall, Emma Coppenhall, Mark Coppenhall, Ian Coppenhall, Guy Wilkins, Phil Walters.

2. Minutes of the A GM held on 31st July 1999:

The minutes of the last AGM were agreed and signed. Proposed by John Windibank. Seconded by Mike Thompson

3. Reports by Officers

The Chairman, Henry Jagers, thanked Glossop & District Sailing Club for hosting this year's National Championships, saying how good it was to return there.

He went on to say that it has been a short year since the last AGM, and thanked the helms for sailing Comets. He hoped that they liked the new car stickers and badges which were sent out with their membership renewal slips.

Henry thanked the Committee for all their help and hard work, especially Stuart for organising the NEC stand, Paul and Nick for organising the stand at Sailboat; Liz for buying the trophies; Phil for collating the results; Alan for producing an excellent newsletter; Derek for keeping the accounts; and Norah for keeping him in order.

Henry said that the Association continued to look at ways of retaining members and maintaining income levels. He referred to the proposal for an increase in subscriptions, on which the Treasurer would elaborate. He commented that this year reminders had not been sent to people who had not rejoined, and hoped that the Committee would get it's act together this year.

Henry noted, with regret, the retirement of Barrie Hylton. His workmanship and commitment to Comets would be sorely missed.

The Chairman closed by asking helms to continue to encourage people to sail Comets, and to pass on boats not being used.

The Secretary, Norah Gould, referred the meeting to the update in Perihelion 54. She was pleased with the number of clubs wanting to host Open meetings, and welcomed new venues at Redoubt and Carsington. She recognised that this may be the Association's last meeting at Glossop, given the 'retirement' of Stuart Gilder.

Norah said that she was negotiating with Littleton to host the Association Meeting in 2001, and for a venue on the south coast for the National Championship. She hoped that this could be shared with the other Comet Dinghies.

Norah closed by reminding the meeting of the Association Championships at Mudeford, and the Millennium meeting at Chipstead.

The Results Officer, Phillip Hossell gave a short resume of the period since the last AGM in August 1999. John Challenger regained the National Championship trophy at Hampton Pier where Annette Walter became the Ladies Champion.

In the 1999 Orbital and Aphelions, numbers attending the Open Meetings were only slightly down on the 1998 record figures. The Orbital Trophy was won for the fourth time by Mark Wilkins. Mark also won the Eastern Aphelion for the fifth time, and the Southern area for a third time. John Edwards took the Northern Aphelion and Phillip himself won the West and the new Central area. Phillip reminded the meeting that the full facts and details were available in Perihelion 53.

Phillip made no apology for repeating his request for Open Meeting contacts, or any one associated with the relevant club, to ensure that he gets a full list of the final results within a few days of the event. He also reminded people to send reports to Yachts and Yachting and Dinghy Trader, enabling us to get maximum free publicity, as well as giving a more informal report to Alan Browning for Perihelion. Norah sends the Open Meeting contact a comprehensive letter, explaining what is required, and Phillip encouraged people to refer to it.

Phillip asked the meeting to show it's gratitude to the trolley helpers for the weekend, saying that all the helms are very grateful to them for making life easier when launching and coming in.

Newsletter Editor, Alan Browning apologised for not being at the meeting, and thanked everyone for their contributions during the year, especially the photographs, some of which have been of stunning quality. In particular he thanked the other Committee members who were sending in their contributions early, enabling him to prepare the issues without pressure.

He hoped that members were satisfied with the choice of interviewees for the "Talking to..." series and would welcome suggestions for further people to 'put through the mill'. One member declined this year, but maybe he will change his mind.

Alan thanked Tony Ellison for his continued effort with the Comet Association website. Several second-hand Comets have been sold using it, and it is now routine for the list of boats for sale, and other items of an information nature, to go on to the site before the corresponding Perihelion is distributed.

Alan pointed out that there is still room for contributions from members who do not race but sail their Comets for fun. If sufficient contributions merit it, there is a case for a regular feature, like the Min-otes for the Minos.

4. Builders Report

Andrew apologised for not being able to stay for the AGM. He said that he is optimistic for the future, and reported that the new boat, the Zero, has been well received. All of the recent Trios have been sold to individuals, rather than clubs or sailing schools.

He said that the Comet continues to have a steady market. There are no boats in stock at present and that he is making boats to order.

He is currently looking for a new fitter-out, and is looking at the time which he spends on selling and managing.

5. Adoption of accounts

The Treasurer, Derek Coleman, spoke to the accounts which were adopted by the meeting. Proposed by Paul Hinde. Seconded by Brian Welham,

Derek also noted the recent death of the Secretary of the RYA, Robin Duchene, and paid tribute to his contribution to sailing.

The Treasurer shared with the meeting some of the remarks made by members on the "comments" page of the renewal form.

6. Consideration of Motions

- a) The motion proposed by the Committee "That the subscription for the Comet Class Association be increased to £12.00 (£18.00 for family membership) per annum from January 1st 2001 " was passed by the meeting. Proposed by Brian Welham. Seconded by Mike Thompson. A copy of the case for the increase is retained with these minutes, and was explained by the Treasurer.
- b) There were no other motions.

7. Election of Officers

Stuart Gilder has decided to step down from the Committee after several years of valuable service to the Association. The Chairman presented him with an engraved photograph frame in recognition of his time on the Committee.

The rest of the Committee was prepared to serve for a further year, and were elected en bloc. Proposed by John Windibank. Seconded by Robin Ballam.

The Committee is:

Chairman	Henry Jagers
Treasurer	Derek Coleman
Secretary	Norah Gould
Committee	Alan Browning (Newsletter) Phillip Hossell (Results/trophies) Paul Hinde Liz Hossell (Trophies) Nick Warren

8. Appointment of Auditor

John Edwards was appointed as Auditor. Proposed by Norah Gould. Seconded by Paul Hinde.

9. Any Other Business

- a) It was noted that a motion for a slider to be used on the boom was received too late for consideration by the meeting. The suggestion has been passed to Andrew Simmons who will respond direct.

- b) There was some discussion on the most appropriate way to present an Application for Membership page in Perihelion.
- c) In respect of attracting new members, members felt that the brochures produced by the Committee could be made more available.
- d) John Windibank reported on the plans for the Millennium Regatta where the emphasis will be on fun racing. Team races, a treasure hunt and a "Champion of Champions" event are planned. The entry fee will be £10, and will include the opportunity to participate in keen club racing on the Monday. John said that Chipstead are looking at hosting multi-Comet events in the future. He asked if the Committee would consider underwriting the event by providing a trophy.
- e) Mike Thompson asked that a vote of thanks to the Committee be recorded.

● NOTES FROM THE COMMITTEE

1. The Annual General Meeting is fast approaching. Liz and Phillip Hossell have decided to stand down after several years of hard work for the Association. As a Committee, we say "thank you" to them both for their individual and collective contribution to the smooth running of events across the country.
2. Liz and Phillip will be a hard act to follow. You will find nomination forms enclosed with your Annual General Meeting papers. Please complete and return if you feel that you can help to organise Comet events by being a committee member. We look forward to hearing from you!
3. The other members of the Committee are willing to stand for a further year.
4. Foot and Mouth disease played havoc with the early part of our programme of events. Banbury has rescheduled their event for **Saturday 18th August**. Shearwater, Chester and Sutton Bingham hope to offer alternative dates later in the year. **Look for the update with this copy of Perihelion**. You are reminded that you are advised to ring before travelling to any of the venues. Because cancellations of events may cause difficulties for helms to qualify for Aphehons, the Committee reserves the right to alter the composition of Aphehion areas. **Any such alterations will be posted in the update with this copy of Perihelion.**

5. The Association meeting at Littleton went ahead, and proved to be a most enjoyable weekend. Thank you Nick, Heidi and the rest of the 'behind the scenes' crew who organised the racing, the social events (including the pig roast) - and the weather.

6. It appears that some clubs, having hosted an event for us, have not sent the results in to Phil Hossell. Likewise, Alan has had to chase clubs for reports on open meetings etc. Please help the Committee by sending results and reports as requested in the letter sent to contacts at the beginning of the year.

7. Thank you to everyone who sent ideas for trophies and prizes. Liz and the Treasurer are discussing and costing the various options!

8. The Committee is most grateful to Ken McIntyre for the gift of Comet 001 - 'Numero Uno'. Henry has more information about this in his report.

9. The Treasurer and I have identified those people who have not rejoined this year, and a reminder will be winging it's way to them ere long.

Norah Gould, Class Secretary

The Annual General Meeting will be held on Sunday 26th August at Portland and Weymouth Sailing Academy. The meeting will start at 1800 hrs, or one hour after the last race, whichever is the later. Motions should be received in writig and duly seconded, by the secretary by 29th July 2001.

You will find an invitation to the AGM, along with an agenda and nomination form, with this copy of Perihelion. The minutes of last year's AGM are published in this edition of Perihelion.

RECEIPTS AND PAYMENTS ACCOUNT

PERIOD FROM 1ST JANUARY 2000 TO 31ST DECEMBER 2000

RECEIPTS	NOTES	1999	2000
MEMBERSHIP FEES	1	£2,190.00	£2,375.00
COMET DINGHIES (NEW BOATS)	2	£240.00	£140.00
NATIONAL CHAMPIONSHIPS REVENUE	3	£120.00	£165.00
COMMISSION ON INSURANCE	4	£1,067.00	£1,084.00
BUILDING SOCIETY INTEREST	5	£37.56	£28.30
INSERTS FOR TROPHIES & 1 MUG (2000)	6	£10.00	£15.00
DONATIONS	7	£276.00	£28.00
OTHERS	7a	nil	£255.00
		£3,940.56	£4,090.30

PAYMENTS			
PRIZES AND ENGRAVING	8	£1,045.74	£759.09
PERIHELION AND EDITOR'S COSTS	9	£1,838.18	£1,694.02
EXHIBITION AND ELECTRIC CHARGES	10	£400.97	£674.20
RYA AFFILIATION FEE	11	£57.00	£57.00
ADVERTISING	12	£601.64	£443.22
EXPENSES	13	£289.97	£169.77
ADHESIVE MEMBERSHIP LABELS	14	£5.25	£6.30
CLOTH BADGES AND CAR STICKERS (99)	15	£764.51	nil
MILLENNIUM MEETING		nil	£276.72
		£5,003.26	£4,080.32

INCOME	(2000)	£4,090.30	BALANCE ON B/SOC (2000)	£1,337.68	
EXPENDITURE	(2000)	£4,080.32	BALANCE ON B/SOC (1999)	£1,315.13	
		£9.98		£22.55	
PETTY CASH	(1999)	£15.57	PETTY CASH	(2000)	£3.00
		£25.55			£25.55

D. COLEMAN (HON. TREASURER)

W. J. EDWARDS (HON. AUDITOR)

NOTES

1. Membership 215(1999) 233(2000) Including 9 Family Members which means £2,330 + 9 @ £5 = £2,375
2. New Boats 24(1999) 14(2000) Down in numbers, in fact more Trios were sold
3. This is revenue generated by Championship meetings and depends on format decided by our Secretary and club involved.
4. About the same.
5. Still very poor really.
6. Some more inserts have been sold, plus a mug.
7. Donations from Banbury, Carsington and Redditch Sailing Clubs.
- 7a. Includes £250 as entries for the Millenium Meeting. £4 commission through the Secretary and £1 (inadvertently paid to CCA).
8. As stated in last year's account, some items purchased in 1999 for future use, hence figure is down.
9. Depends on the number of pages in the newsletter.
10. Paid for part of fees for Birmingham Boat Show of 1999 as well as this year's fees.
11. Going up in 2001 to £62.
12. Back down to proper level, but now includes 'Dinghy Trader' and the Internet site.
13. Perhaps I am a Scrooge?, but they are down.
14. Still the same, depends what colour you order.
15. It was decided that the Millenium Meeting should not be a loss. If, and I repeat if, the attendance of the other Comet fleets had been better, no problem, especially with the amount of time and effort by the organisers.

That's it for another year, any queries give me a ring or email. Well, we are in the Millenium proper now so all it remains for me to say is: SEE YOU ON THE WATER.

Take care,

Derek.

● ASSOCIATION CHAMPIONSHIPS REPORT

As the late Douglas Adams informed us, the answer is 42, what is the question? It can now be revealed as "How many helms entered the Comet Inland Championships this year?" These Championships took place at Littleton Sailing Club in Surrey over the Sunday and Monday of the late May Bank holiday weekend. These two days were blessed with fine dry warm weather and moderate winds.

Sunday was cloudy but warm and moderate S.E. winds enabled the race organiser, Vic Crawshaw, to set a course comprising two long beats, two long runs spiced with a couple of reaches. The moderate wind strengthened during the three races resulting in some capsizes during the second and third races. Gusts got most of the fleet planing at sometime.

The **first race** was dominated by Brian Welham who lead from Mark Wilkins and Nick Warren. These three opened up a gap from a following pack of 10 boats which contained the ultimate champion, Ian Coppenhall. The finishing order for this first race was Brian, Mark, Nick and Tony Best.

The **second race**, in a strengthening wind, saw Ian lead a pack consisting of Simon Thompson, Joe Laredo, Nick, Robin Ballam, Brian, Stephen Lemmon, Sue Antonelli and Martin Vinson. Gusts and shifts tested the helms throughout the fleet. Joe Laredo seemed particularly affected by his "out of boat experience" (aka a capsized) - he righted his boat, sailed off, rounded the wrong mark, unwound his course, rounded the right mark and decided, for good measure, to have another out of boat experience. The race finished with Ian leading Mark, Nick and Sue.

The **third race** established the key players in these Championships. Mark took the lead at the second mark and held it until the end. Simon Thompson, Tony Best and Ian battled away behind. By the third and final lap, the finishing order among these three was decided as Ian, Simon and Tony.

Sunday evening's entertainment was organised by Heidi Dodd and Jo Lloyd. It consisted of a quiz with a nautical flavour which was won by a team (inappropriately named "The Blanks") led by the Comet Class Association's secretary - Norah Gould - to Norah's obvious delight. The second placed team was called "Punch Drunk" which seemed more apposite since they, consisting of Littleton members, failed to name the county in which Littleton is based. However, they did challenge the answer with an energy that exceeded that displayed by Al Gore in Florida. The team's name was actually inspired by the

concoction that Annie and Roy Holden were serving. A magnificent hog roast, which Tim had been slaving over since 7 am that day, revived everyone and, coupled with copious quantities of punch, caused the evening to segue into a karaoke session. Ian Wood's rendition of Unchained Melody will, regretfully, live long in the memory of those who heard it (i.e. most of the residents of nearby Shepperton). Unkind souls were heard (when Ian stopped) to welcome the notion of the melody remaining unchained but not Ian - needless to say the chain would be shorter than the distance to the nearest microphone.

Monday dawned bright - which many helms didn't, notably Nick Warren who had overdosed on the infamous punch. The forecast stronger winds didn't materialise but the clouds burnt away by early afternoon resulting in a very warm and pleasant day. The wind direction moved a tad to the east and was more shifty. For **race 4** the course was substantially unchanged save for a shortened reach to better set the fleet up for a second beat to a mark directly in front of the clubhouse. Ian needed a good result to wrest the initiative from Mark and this he duly did by leading for virtually the entire race but not without a close battle with Mark throughout. The **final race** saw Ian consolidate his Championship with a stonking performance leading the fleet by an enormous margin. Behind Ian, Mark, Sue, Martin and Nick (Mr Punch) had a close battle. Nick eventually fell away to be replaced by Simon Thompson moving up the order.

The overall top placings were Ian champion, Mark, runner-up with Simon third. Nick was next winning a tie break with Sue and Tony.

It must not be forgotten that there are races within races. The mid-fleet and tail-end battles are just as enjoyable for the helms as for those at the top of the fleets. Moving down the order mention should be made of:

Brian Welham, who due to injury was unable to sail on Monday, but on the strength of his Sunday results finished 8th and won him the veteran's trophy.

Robin Ballam, who suffered a stroke a month or so ago, but was delighted to be back sailing, achieving a best result of 5th and won the Ancient Mariner's trophy.

Tim O'Toole who showed that (1) you can sail a Comet and roll a cigarette at the same time and, more impressively, (2) a Comet can be sailed downwind without the gooseneck pin (or rather with it in Tim's hand - the R clip having jumped overboard moments before).

Simon Gomershall, who, after a second capsize in the second race on Sunday, clearly decided not only to treat the race as one of his discards but as an opportunity to demonstrate an immaculate "cap overboard" recovery technique.

Brian Twiddy, who, new to the open circuit and at his first championships, sailed the oldest Comet present (No 18) steadily and won the "Persistence prize.

Finally, mention must be made of **Ian Wood's** Comet phobia - it doesn't appear that Ian wants to stay with his (or rather Peter Joyce's) Comet (581) for very long. During the two days Ian insisted on getting out of his Comet very frequently. Regretfully for him it was usually in the middle of the lake that he decided that he couldn't bear it any longer. Still the Comet fleet may be grateful for this phobia - just suppose he got to like Comets and bought one - he might sing as he sails.

Walter De'Ath (Comet 654)

**FIRST SIX AT THE
OPEN MEETINGS**

NORTHERN AREA

EASTERN AREA

EASTERN AREA

Winsford Flash			Fishers Green			Crawley Mariners		
1	636	I Coppenhall	1	636	I Coppenhall	1	670	I Coppenhall
2	800	H Jagers	2	188	S Thompson	2	657	M Wilkins
3	650	P Hossell	3	532	J Coppenhall	3	711	B Welham
4	670	P Hayes	4	707	D Coleman	4	188	S Thompson
5	585	B Herring	5	650	P Hossell	5	800	H Jagers
6	532	J Coppenhall	6	518	R Ballam	6	532	J Coppenhall

Note: These results are those that count towards the Traveller's Trophies. Results accrued by sailors who were not members of the Association at the time of the meetings are omitted.

ASSOCIATION CHAMPIONSHIPS RESULTS

				<u>Race</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>Pts</u>
1	636	Ian Coppenhall	Hunts		8	1	2	1	1	3
2	657	Mark Wilkins	Chipstead		2	2	1	2	2	5
3	188	Simon Thompson	Crawley Mariners		6	6	3	3	5	11
4	745	Nick Warren	Littleton		3	3	16	11	8	14
5	314	Sue Antonelli	Littleton		14	4	7	8	3	14
6	801	Tony Best	Taplow Lake		4	23	4	37	6	14
7	168	Stephen Lemmon	Severn		25	8	13	7	7	22
8	711	Brian Welham	Taplow Lake		1	7	15	43	43	23
9	549	Martin Vinson	Littleton		13	9	10	13	4	23
10	673	Dave Harris	Severn		5	13	5	43	13	23
11	750	Richard Smallwood	Frensham Pond		11	10	18	6	11	27
12	63	Chris Robinson	Burghfield		19	20	14	4	10	28
13	518	Robin Ballam	Crawley Mariners		16	5	23	20	9	30
14	650	Phillip Hossell	Severn		9	15	8	15	16	32
15	666	Tim O'Toole	Littleton		12	12	9	21	37	33
16	645	Jo Laredo	Littleton		21	16	6	12	37	34
17	532	John Coppenhall	Hunts		23	14	21	9	12	35
18	117	Michael Thompson	Crawley Mariners		7	26	17	18	14	38
19	724	Roger Lemmon	Severn		24	21	11	10	25	42
20	715	Tony Evans	Llandegfedd		28	25	20	5	18	43
21	800	Henry Jagers	Staunton Harold		18	24	12	14	17	43
22	451	Simon Gomersall	Littleton		10	32	19	25	15	44
23	707	Derek Coleman	Coney		15	17	27	17	19	49
24	427	Emme Coppenhall	Hunts		17	19	22	16	24	52
25	209	Clive Chapmen	Littleton		26	11	26	24	21	56
26	585	Brian Herring	Winsford Flash		20	28	24	19	22	61
27	612	Roy Holden	Littleton		22	22	25	43	20	64
28	626	Len Dean	Kingsmead		29	18	43	26	23	67
29	706	Jo Lloyd	Littleton		27	33	43	23	26	76
30	762	Ros Stevenson	Winsford Flash		30	29	28	30	27	84
31	641	Paul Hinde	Middle Nene		42	31	30	27	28	85
32	352	Tom Raine	Rudyard Lake		34	43	43	22	30	86
33	39	David Chesworth	Chipstead		31	30	32	28	29	87
34	654	Walter De'Ath	Littleton		33	27	43	29	43	89
35	652	Ann McHale	Littleton		42	36	29	31	32	92
36	50	Diana Thompson	Crawley Mariners		42	38	33	32	31	96
37	344	Nigel Boarder	Severn		32	34	31	37	43	97
38	18	Brian Twiddy	Nantwich & B'rdrs		42	37	34	33	33	100
39	611	Phil Walter	Welwyn		36	35	35	43	43	106
40	591	Chris Huckin	Littleton		35	43	43	43	38	116
41	581	Ian Wood	Littleton		42	43	43	37	43	122
42	639	Dale Todd	Littleton		42	39	43	43	43	124

Association Champion: Ian Coppenhall Hunts
First Lady: Emma Coppenhall Hunts
First Junior: Tom Raine Rudyard Lake
First Veteran: Brian Welham Littleton
First Ancient Mariner: Robin Ballam Crawley Mariners
Committee prize for perseverance:
 Brian Twiddy Nantwich & Borders

● FORTHCOMING EVENTS

30th JUNE -1st OCTOBER 2000

<u>Date</u>	<u>Club</u>	<u>Area</u>	<u>Contact</u>	<u>Telephone</u>
Sat . 30 June	Redditch	WEST	Bob Willis	01527 459852
SUN 1 July	Naseby	CENTRAL	Chris Weston	01858 545226
SUN 15 July	Aylesbury	SOUTH	Mike Palmer	01296 436414
Sat 28 July	Frensham Pond	SOUTH	Charles Smith	01483 418745
Sat 4 Aug	Carsington	NORTH	Keith Appleby	01332 840612
SUN 5 Aug	Mudeford	SOUTH	Mike Roach	01202 477553
SUN 12 Aug	Cransley	CENTRAL	Bill Webster	01536 725918
Sat 18 Aug	Banbury	CENTRAL	Phil Henman	01926 640271
Sat-Mon	<u>NATIONAL CHAMPIONSHIPS</u>			
25 - 27 Aug	WEYMOUTH & PORTLAND S.A.		Andrew Simmons	01769 574358
SUN 2 Sep	Hampton Pier	EAST	John Finch	01227 792030
Sat 8 Sep	Severn	CENTRAL	Steve Hawley	01905 458636
Sat 15 Sep	Staunton Harold	CENTRAL	Trish Moore	01509 261845
SUN 30 Sep	Merthyr Tydfil	WEST	Mark Govier	01222 778459

It is wise to check with the contact that the event is taking place.

● 2001 PHOTOGRAPHIC COMPETITION

Purpose - to supply photos for us to use and/or publish in any way and free of charge for the good of the Association.

Entry - free, send as many as you like but enclose stamped addressed envelope or label if you want them returned.

Prizes - A first prize of £15 and runner's-up prize of £10 will be awarded in each of the categories "Comet Racing" and "Comet Fun".

The judging panel to be appointed by the Chairman. Judges will not be eligible for prizes.

Closing date and address for entries - All entries must be received by 27th September at the latest. All photos submitted to Perihelion are entered automatically. Alternatively send to Henry Jaggars.

The definitions of "Racing" and "Fun" are up to you, but please send us your photos. We all like to see good and interesting photos of Comets and Comet people in Perihelion and in other publications. We need new photos to use on exhibition posters and for advertising!

NATIONAL CHAMPIONSHIPS - 2001

25th -27th August

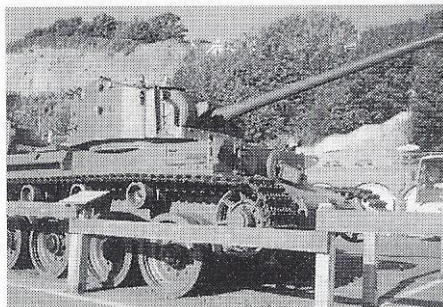
This year's championships are to be held at the Weymouth and Portland Sailing Academy. The Comet will be sharing the event with the other Comet classes so it's a chance to meet some new faces. It's a great venue with excellent facilities and a large expanse of sheltered water. The Race Officer will be Dr Frank Newton assisted by Mike Roach from Mudeford S.C.

An accommodation list is enclosed and I've heard that motor caravans and caravans can be accommodated on site but please phone the Sailing Academy on 01305 860101 if you want to do this. The Comet AGM will be on the Sunday evening. The first race on the Saturday starts at 12.00 with other race times to be confirmed. The 2001 Nationals has the making of a really enjoyable event so do give it a go.

The committee are aware that there might be some Comet sailors at your club who are not association members so please put the A4 Championship poster on your club notice board to spread the word. You have to be an association member to take part in the championships but you can join on the day and by joining after 1st August you are a member for the following year.

Andrew Simmons

WHAT'S THIS ?



(answer on page 23)

PERIHELION EDITOR'S "RIVALS' COMPETITION"

Gold, Silver and Bronze fleets

Some dinghy classes divide their sailors into gold, silver and bronze fleets but we have not done anything like this with Comets, unless you count "fleets" of ladies, veterans and juniors.

Groups of rival Comet sailors

In Perihelions 57 and 58 I made a statistical analysis of the results of nine National Championships, 1992 to 2000. This was restricted to sailors who had taken part on at least four occasions and led to the selection of three groups of sailors. These are not really gold, silver and bronze fleets as much as groups of rivals of similar ability.

Competition between rivals in the groups

The Premier group was Guy Wilkins, John Challener, Mark Wilkins, Richard Smallwood, John Windibank and Simon Thompson, spanning the top 25 percent of the collected results. Our Championships provide an opportunity for them to compare one another and win prizes. In Perihelion 58 I suggested prizes for the other two groups, which I've now named Rivals Groups A and B, to give added interest in competition between our most loyal sailors.

With the approval of the Committee I provided inexpensive prizes to be competed for in the 2001 Association Championships, two for Rivals Group A and one for Rivals Group B. The prizes were simply something consumable plus a certificate giving the full results (see below).

Adding names to the group lists

I selected the groups on the basis of statistical calculation but was aware that there is almost certainly some "unfairness" in this, in particular omitting some who are relatively new to Comets but who are none the less loyal. To cater for this I suggested that other sailors be allowed to apply to join the Groups, with those already in them giving their approval or otherwise. I suggested a time limit for this as lunch time on the first day of the Championships. Conversely, anyone in my selected Groups not wishing to participate could withdraw their name. In the event no changes were made to my lists of names.

The conditions for the competition were:

a) No extra entry fee. Minimum entry one greater than the number of prizes per group, ie 3 in Group A, 2 in Group B. Each entry to take part in at least one race.

b) Results for each group to be as they would have been had all the other boats not existed, the same number of discards to be made as in the Championships. Any practice race to be counted or discarded as in the Championships results.

c) If two sailors tie for a prize, the consumable part of the prize to be awarded jointly but an extra certificate provided.

Results

Group A

	1	2	3	4	5	Pts	Posn
<u>MARTIN VINSON</u>	5	3	3	1	1	5	1
<u>TONY BEST</u>	2	6	1	7	2	5	2
Brian Welham	1	2	5	8	8	8	3
Phillip Hossell	4	4	2	3	5	9	4
Robin Ballam	7	1	7	6	3	10	5
Henry Jagers	8	7	4	2	6	12	6
Michael Thompson	3	8	6	5	4	12	7
Derek Coleman	6	5	8	4	7	15	8
Heidi Dodd							
Peter Hayes							

Group B

	1	2	3	4	5	Pts	Posn
<u>PAUL HINDE</u>	1.5	1	1	1	1	3	1
Diana Thompson	1.5	2	2	2	2	6	2
Barry O'Herlihy							

Was it a success?

Well, yes and no. On the negative side, the competitors were not expecting it and some, including the winner of group A, did not realise it had been organised. I'd only decided to try to do it a week before, and publicity before the event was not possible. On the positive side, the winner of group A was only decided on the results of the last race, and of the 8 entries, 6 of them could have won by winning that last race! Martin Vinson won it with Tony Best second, so clinching the two prizes, but they were only separated by a tie break! The 8 were indeed rivals, to judge from the variability in the results. In fact a statistical test gave no significant difference within the group, ie results like that can be expected most of the time if all were truly equal and the results produced simply by chance. This backs up my earlier tests and gives encouragement to do such a competition again. In Group B, Paul Hinde finished ahead of Diana Thompson in every race completed, but it was not as clear cut as all that, Diana was ahead of Paul most of the time in race 4.

Future Rivals' competition

The Rivals' competition was on my initiative this time, but could be incorporated in the prize structure of future Championships. How the groups are updated would have to be worked out, for example statistical selection could be continued and a "promotion and relegation" method might be needed. Whether the winners of groups should then be debarred would be a matter for Committee decision. In view of the variability of performance my own view is that it is unnecessary, but perhaps a consistent winner might voluntarily withdraw to leave space for a new applicant, or maybe 3 wins should debar. This updating will require careful thought, it is after all the crux of the whole thing, once the groups are settled for a season, running a Rivals' competition is quite straightforward.

Conclusions

I am much encouraged by the outcome of the Rivals' competition, and make no apology for giving so much space to describing it. It could pave the way to much real, non-handicap, non-multi-start competition at all levels of ability in the future. My selection of the groups was on the basis of the groups that appeared in the collected results of 9 Nationals, Group A spanning 44 to 65 percent and Group B spanning 11 to 28 percent. Perhaps in the future three groups might be better, spanning 0-25, 25-50 and 50-75 percent. An obvious conclusion is that if 2 or more Minos join in they could sail normally with the fleet and their results extracted as was done here (and was also done in the Nationals at Sheppey in 1995).

On the day, recording the results during the Rivals' competition required careful thought, but was not difficult. I converted full results to group results from the full results sheet but found it very easy to write down the group results immediately if I could see the finish line clearly. Whether we can expect clubs running our championships to record Rivals group results I don't know, maybe it must remain a task for the Association. It's an extra task to do over and above the full results, but surely it's easier than recording times and calculating handicap results!

Once the groups know who they are they can continue their rivalry in open meetings as well as championships, but perhaps the Association should not get involved in this, the sailors concerned recording the results themselves. They could even provide their own prizes, eg 50p in the kitty, winner buys the chocs (or the drinks!).

Any comments ?

Perihelion Editor

Note: For anyone interested, the statistical test was the Friedman two-way analysis of variance, described in "Nonparametric statistics for the behavioral sciences" by Sydney Siegel, McGraw-Hill, 1956.

WINSFORD FLASH OPEN

Seventeen boats started, with visitors from as far as Hunts, Middle Nene, and Severn sailing clubs. **Race one** started with a light north westerly breeze. Ian Coppenhall and Steve Bellamy (Comet 100, Winsford Flash S.C.) had clear wind at the start and were away. At the first mark Ian, Jonathan Latham and Henry Jagers were away from pack downwind. Jonathon did challenge Ian at end of 2nd lap, but race one finished with Ian winning, Jonathan second and Henry third.

Race two started in moderate breeze, Ian took lead again at first mark followed by Phil Hossell and Henry Jagers. Henry, having to do turns at the 2nd windward mark, let Jonathan through to 3rd. Jonathon overtook Phil and it finished Ian, Jonathon, and Henry.

Race three started with a wind change to North Easterly and more breeze, this resulted in two capsizes, one being Brian Herring who caught his mainsheet on the committee boat and tried to pull it behind him. Once again at the first windward mark were Ian followed by Jonathon and third was John Coppenhall (Comet 532, Hunts S.C.). At the next windward mark Peter Hayes had come through to third place. At one stage Jonathon overtook Ian and it was very tight to the end; but Ian emerged the winner with three wins.

Overall results

1	636	Ian Coppenhall	Hunts
2	726	Jonathan Latham	Winsford
3	800	Henry Jagers	Staunton Harrold
4	650	Phil Hossell	Severn
5	670	Peter Hayes	Winsford
6	585	Brian Herring	Winsford



(l to r: Brian Herring, Emma Coppenhall, Henry Jagers, Paul Hinde)

WHAT HAPPENS TO NON-RACING COMETS ?

The so-called 'Non-Racing' Comets are probably having a whale of a time. Doing what? Racing of course!

There are a number of Comets at my club that go racing on our own little puddle with islands - Hawley Lake, just off the M3 junction 4a. There is a misconception, from my perspective, that if you don't show up at an open meeting, then you don't race.

The pros and cons of open meeting versus fleet racing in one's own 'backyard' are many and various. The Comet has a number of characteristics that make it extremely interesting to race in handicap fleets. Prime amongst these is its pointing ability. It was even more fun to use this under the old rules when a 'mast abeam' boat could call for a proper course to be sailed by a luffing opponent. When racing against a boat with normal pointing ability it is great fun to point high and then call windward boat to a lesser pointing craft to windward. Under the old rules I have had several interesting on the water conversations, the best was with the helm of a Firefly:

Comet " Windward boat!"

Firefly "mutter, mutter"

pause

Firefly "Mast Abeam"

Comet "Pardon?"

Firefly "Mast Abeam, you have got to stop luffing!"

Comet "I'm NOT luffing, I'm sailing a proper course!"

Firefly "Course you're luffing, I can hardly get any power in my sails"

Comet "I can, look, I am sailing a proper course!"

Firefly " What am I supposed to do then?"

Comet "Tack? slow down and pass under my transom? - Your choice!"

When every boat in a fleet is able to point high there is not so much fun to be had! Another advantage of the Comet, also shared with other Una rigged designs is the ability to sail by the lee, a very efficient use of sails downwind. Charging into a fleet of port tack boats on starboard screaming "Starboard" can be most unsettling - for the port tackers!

There are disadvantages of course, especially on small puddles with islands. Screaming downwind in a Force 7 last November I started to get the 'rock and roll

effect'. Pushed the board down gently, some relief but not for long. I thought about easing in the main sheet but realised that a small wind shift had got me sailing by the lee which meant a 'hero' gybe would be required. The other option, pointing up a bit to get the flow over sail in the normal direction, was not on as the lake was getting very narrow, and the bank was very close to windward. Trying to keep it going to the next mark nearly worked! About three boat lengths from a port handed mark, the boat decided to turn sharply to port. I did what racing motorcyclists call a 'highsider' I like to think that it was with supreme presence of mind that I held on to the mainsheet. In truth it was probably slow reactions that prevented me from letting go! Had I not invented 'bare-nosed water skiing' I could have won the race as I was only just astern of the leading Phantom and a group of Lasers. A force 4 really upsets the Laser sailors as I can sit on their transoms the whole race and beat them, especially when the Comet is just planing. I apologise for being a bit unsociable with the 'open meeting set'. I shall make a big effort to turn up at one. Might have to brush up on the rules though. Hardly anyone knows them where I sail.

I do sometimes sail when not racing, very relaxing poodling round the islands observing the wildlife.

Dave Gilbert Comet 614



COMETS, COMETS, COMETS

David Chesworth (Comets 39 & 778) has written in to mention that searching the Internet under "Comet" can call up other Comets as well as the one we are familiar with built by Andrew Simmons. There are more sailing boats named "Comet" but to my knowledge none is a single-hander. Other things might come up too - - - - -

The photograph on page 17 is a Comet ! As you see it is a tank. One is to be found in the Tank Museum at Bovington, Dorset and they tell me that it was the last of the British wartime cruiser tanks, built in 1945 carrying a 77mm gun, a pretty big one for the time I imagine. I took this photo on the sea front at Shanklin, Isle of Wight a few years ago, why it was there I don't know.

Editor

INTRODUCING . . . CRANSLEY S.C.

Cransley Sailing Club is located in a valley about 10 minutes from Kettering, just off the A14. The 41 acre reservoir is in a peaceful setting with an abundance of wild life. Reaching the club is easy, being within a short drive of the M1, A1 and M6, making it accessible from all directions.

Established in 1967, we have steadily grown since then. We still have several founder members and pride ourselves on being a friendly club with many families.

We have a thriving training group that has been the source of many new members. The Club has been an RYA registered training establishment since 1995 and we now have a team of 6 qualified instructors who run many training courses for both novice and experienced sailors alike. This includes the standard RYA training as well as Power Boat and race training sessions.

We have been fortunate over the last couple of years in being able to improve the safety boats through receipt of charitable grants. We have also been able to update our training boats through lottery funding. We now have a number of training boats which are also available for members and their guests to use.

The club operates from a large club house which has been refurbished in the last couple of years in the manner of "Changing Rooms" – all hands to the deck and only 2 days to complete the task! The results have been much appreciated by members. We boast good facilities with plenty of parking and the clubhouse has good views of the reservoir.

Racing is not taken too seriously with the main emphasis being on taking part and enjoying sailing. The club has hosted many class events over the years, this year we are delighted to be holding our first open event for both Comets and Comet Duos. We hope that you will be able to come and support the event and participate in what promises to be a good day's entertainment.

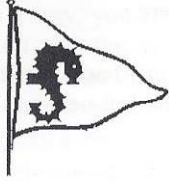
For more information, the club web site address is:

<http://homepages.rya-online.net/cransleysc>

Or for human contact, please speak to Bill Webster on 01536 725918

Steve Exall (Comet 210)

INTRODUCING . . . SEVERN S.C.



Severn Sailing Club is situated near the village of Bredon's Norton in rural Worcestershire, about five miles from Tewkesbury and six miles from Pershore (Grid Reference SO 920392). The surrounding farmland is used mostly for livestock grazing hay etc in the summer, and is often several feet underwater in the winter!

The Club has just over four acres of grounds, providing more than adequate space for the dinghy park, camping area, car parking, and caravanning. Members and visitors to our open meetings can camp or caravan free of charge.

Despite the name, the club sails on the River Avon (there is a club called Avon S.C. which sails on the Severn, also in Worcestershire!)

The river here is quite narrow, but the area around the club is fairly free of trees. There is about six miles of sailing water downstream as far as Tewkesbury, and about another mile upstream to Eckington Lock. Most of the racing takes place within half a mile of the club.

Our racing is mainly handicap, but we have in the last two years built up a Comet fleet of 12 boats, of which, so far, we have had 10 boats out on the water at one time.

We have run opens for Lasers, Enterprises, Larks, Scorpions & Graduates in the past, and this year have opens for British Moths, Supernovas and Comets.

We have a good sized clubhouse with the usual facilities including a wellstocked bar.

How to find us:

Coming from the south, leave the M5 at junction 9.

From the motorway junction follow the signs for Evesham. At the Queen's Head pub at Aston Cross (approx 2 miles) turn left onto the B4079 towards the village of Bredon (this junction is just at the end of a large Army depot).

At the village of Bredon, turn left and then right onto the B4080, signposted to Pershore and Eckington.

Follow the road for about two miles. Look out for the second turning to the right to the village of Bredon's Norton. This junction has a prominent white house on the corner of it.

The entrance to the club is immediately opposite this junction. Follow the track down under the railway bridge for about 800 yards and you're there.

If you get as far as Eckington, you've missed the entrance. Turn back towards Bredon for about two miles, and look for the white house on the left next to the Bredon's Norton turn. Turn right opposite this.

Coming from the north, leave the M5 at junction 7 and take the A44 to Pershore. On descending the hill into Pershore turn right onto the A4104 signposted to Upton-upon-Severn.

After 2 miles turn left onto the B4080 signposted Cheltenham.

2 miles through Eckington you will see a white house on the left next to a left turn to Bredon's Norton. Turn here down the access track beneath a railway bridge.

The club sign is displayed at this junction when we are holding an open meeting.

The club website address is <http://homepage.virgin.net/severn.sailing> (through which I can be contacted) or phone me on 01684 573437

Roger Lemmon (Comet 724)

MI-NOTES

I suspect that Keith Lamdin's Mino observations are - if he'll forgive the pun - very close to the mark. It's now less a question of whether the "Mino" should be accepted in "serious" Comet sailing and more an issue of whether our small class can afford to exclude it.

Consider the basic numbers. I would guess that fewer than 200 Comets - or only 1 in 4 - are seriously or regularly raced. The number of boats in dinghy parks at even clubs with the largest of the Comet "fleets" is no longer a good guide to how many are sailed regularly. Clubs no longer able to stage Comet events, and a (sorry, but let's be honest) poor turnout for the Millennium event in Comet "heartland" are worrying signs.

The Class arguably cannot afford to exclude the "1 in 4" Minos that might be added to the regular racing fleet. The Mino is both an excellent lead-in to the Class and, for older helms no longer as fit as we were, an enjoyable way to keep on sailing.

In a way, you can argue that the Comet is a victim of its own success as a well built and finished, simple and easily-managed dinghy. Why ? Well, because Andrew has done it again with the Comet Zero. The traditional Comet strengths are all there - with a bit more excitement if you want it - and it's not without significance that the Zero has strongly outsold the Comet in little more than a single season.

So the Mino certainly gets my vote. Bringing the Mino into the fold formally is an obvious and perhaps essential move to sustain future Comet sales and pleasure - even if the annual number of new boats does seem likely to gently decline over future years. But please Andrew, don't stop building it - I'm looking forward to my third Comet!

Roger Johnstone (Comet & Mino 696)

In his covering letter Roger gives personal views on sailing a Mino which are equally suited to Perihelion:

“What do I think of the Mino ? Well my feeling is that the smaller rig is the best thing since sliced bread on really breezy days. It certainly enables you to enjoy sailing when you might have been overpowered in rising wind strengths with the standard sail. Some outings in Mino "mode" last season also reminded me just how much the Comet does *not* like being sailed in reefed mode, when there's a lot less power in the rig to balance the unchanged mast weight aloft. (I'm sure Keith Lamdin said something to the same effect many, many magpie editions ago!). But I think I would put it more strongly: the Mino and the reefed rig are like chalk and cheese. Everything Andrew Simmons said in his Perihelion interview about "easier going" is absolutely right!

Mino snags? Well, I've only noticed one so far, and that's indirectly to do with the inevitable power v. weight trade-off. Because the Mino needs a lot more breeze before she will plane, you'll take a lot more water on board heading upwind in any chop - when the lower speed means that the self-bailer won't clear water coming inboard as fast, which can leave you with "liquid cargo" that you don't want! However, that comment is made by a 12 stone 81b. helmsmen, out on fairly exposed water. A lighter helm of a more "natural Mino weight" would almost certainly be able to "plane their way out" of the problem."

A NEW CD BY ROOSTER SAILING

Learning single handed dinghy sailing techniques by Rooster Sailing

or

Using a CD to get first place

or

Improve your Comet sailing

Well now for something different for Perhelion. I was asked by Rooster Sailing to independently review some new software they have just released. As you may have gathered from the company name this is software for dinghy sailing so I am not turning Perhelion in to a computer mag. This software promises to show people at the front of the fleet how to refine their technique and enables those at the back who don't get the opportunity to see how it should be done to get to the front. I have placed a link from the Comet web site so the CD or any of the other chandlery can ordered on-line should you wish. The CD is produced by Steve Cockerill who sailed competitively from an early age, winning National titles in the Graduate (national class 2 man dinghy) and the Europe before his first Olympic Campaign in the 470. In the summer of 1992 he started sailing the Laser, in anticipation for its selection (in November 1992). Steve was successful in qualifying for the pre Olympics in both 95 and 96 and was one of 4 with a mathematical possibility of winning the 1996 Olympic Trials with a day to go. After weight jackets were banned Steve lost 5kg to sail Laser Radial and won the British Open in 1997. Steve's experience has been gained largely through sailing international dinghies at the top level. However, Steve has gained vast experience in the team racing(dinghy and keel boat), match racing(keel boat), offshore racing and coaching.

Unfortunately this software is aimed at Laser sailors in the main, although the Europe and the RS300 are featured. The CD does not have to be loaded on to the PC, it can be run immediately from the CD drive. This means you can use it on your PC at work at lunch time and not leave any trace!

The CD is split into sections which I have reviewed individually as they have differing relevance to Comet sailing in my view.

Boat preparation

This section is the logical first place to start. It gives some good points to look for when buying a Laser. Fortunately the Comet is a much better built boat than the Laser and being developed after the Laser all the design faults of the Laser are rarely seen on a Comet. For start, re-fixing the blocks with bolts is not an issue.

The only things I have known to fall off a Comet without a huge force are the plastic cap on the foot of the mast and the rudder gudgeon after a very bad capsizes. The boat buying section is the same with mention of de-lamination and water soaked foam buoyancy. The foam in a Comet is a solid lump so if you get water in there then it is just damp and not water logged. In a Laser the buoyancy is part of the engineered strength of the hull. This whole section could be re-written for a Comet very easily by just saying the value is proportional to how tatty it looks and the amount of stress cracks visible.

Boat rigging

Here again the emphasis is on Lasers. Although the Comet looks similar to a Laser to the untrained eye they are rigged very differently. This is due to the one-design rules being very specific on what is allowed and what is allowed is difficult to play with.

Adjusting the control lines

In effect on the Comet we have an extra control, which in normal racing on a Laser is near impossible to use. Yes, on a Comet the main control is the outhaul. On a Comet the outhaul gives the best adjustment of the sail and is probably the easiest control to adjust as well. The correct adjustment of the outhaul is quite critical and needs adjusting every leg to get the most from the boat. On a Laser if you can pull in the outhaul in a force 4 without coming off the wind then you deserve to win all the championships! Next we use the kicker which can be taken off on downwind legs to kite the sail. The Cunningham just keeps the creases out of the sail and pulling it on hard has little effect due to the stiff bottom section of mast I find. Lasers use the Cunningham first to push the draft of the sail aft. Really Comets need much more information in this section as we in effect have more control lines to play with. It can be argued that there is an ultimate sail shape on a Comet for every wind strength and every point of sailing.

Boat trim

OK, so far you are thinking why didn't he just give this CD to the Laser captain at the local club. Well, boat trim is an excellent section and I can see lots that a Comet sailor can learn here. In fact like Steve I am a firm believer that most gains can be made on boat trim and technique. It is also this section where the video clips get used for the first time. I think the combination of reading, diagrams and video explains the whole subject very well.

Downwind sailing

This section starts off explaining about 'sailing by the lee' and then goes on to explain some way of preventing death rolls. I am not too sure about the theory of the 'rudder lifesaver'. Personally I keep the rig under the wind and have yet to perfect my stable, very broad, reaches in a blow. If £25 to learn this theory works

then it would be a good investment but I will have to reserve my judgement for now.

Gybing

Video clips are used to very good effect here to explain the way to gybe without dipping that boom in the water and going for a swim. Steve goes into the importance of de-powering in heavy winds before the gybe and also the perfect light wind gybe.

Hiking

Lots of medical research findings are presented here. It is all about straight legs and the effect they have on your ability to drive the boat upwind. If you find the Comet is in control up-wind then read this.

Upwind kinetics

This carries on the hiking section by bringing together various theories to keep the boat going with the least drag. In the end maximum speed is the maximum power from the wind combined with the minimum drag from the water. If you know the best combination then you are a winner.

Reaching

How to gain 4 places by using gusts to the max. To prove the theory the video clip shows the evidence. If you keep the boat on a plane a few seconds longer then that is a good few boat lengths gained.

Starting

This starting stuff does give you plenty to think about on the line. Take the chance out of your starts if you put all these tips in to practice.

Tacking

Tacking just slows you down - right. Well there is a way to make the most out of the tack and make sure you come out of the tack a few boat lengths up wind and travelling at the same speed as you started the tack.

Conclusion

Although some sections are just not relevant to Comets at all there is a lot of good information on this CD. The way it is written and the video clips show the points very well, better than just reading about it and less passive than a video. The whole CD is aimed at the improver racer rather than the beginner. I have learnt a lot from the CD and I am an average Comet racer. (I am generally halfway through the fleet at any open or nationals) There are some topics missed out though which probably counts for the CD not being filled up totally (500 meg out

of poss 650) I would like to see more tactics with the rules and more ways to win in light shifty winds.

Reviewed by Tony Ellison, Comet 645, the CD is available on line from:

Steve Cockerill Rooster Sailing

www.roostersailing.com email:steve@roostersailing.com

Tel:+44(0)1243 389997 Fax: +44(0)1243 389996

I NEVER LOSE THE MAGIC

I never lose the magic
Of wind and flapping sails,
It never fails to move me
The feelings never fail.

While standing watching water
The ripples on the bank
And gleaming wood and bow taught sheets
And power uncontained.

The dinghies dance like new born lambs
Just waiting to depart
They sway and pull they dip and tug
Just waiting to be off away.

And then the sheets are tightened in
Their heading out once more
Accelerating on our way
Towards the distant shore.

The dancing stops, no flapping now
Just locked with powerful curves
That gleaming power from bulging main
No sweat, no strain.

And now its all efficiency
The hissing waters there to see
The white wet foam from pointed bow
We stream along, no stopping now.

The wash and spray as we make way
The feeling, yes they're here to stay
Till sadly we return to shore
To plan to be afloat once more.

John Windibank (Comets 555 & 700)

EDITOR'S NOTES

My chin wag with members of Crawley Mariners Y.C. has still not taken place - - but don't despair, it still could happen.

Thanks to Roger Lemmon and Steve Exall for their articles introducing the two clubs running Comet opens for the first time, Severn and Cransley, and to Ros Stevenson for her meeting report. Also thanks to Tony Walsh for the cover photo and one from Winsford Flash.

Thanks too to Roger Johnstone for his contribution on the Mino. Come on members, keep sending me your views.

Tony Ellison contributes again with a review of some sailing software which could help your sailing and racing techniques. Thanks Tony.

I was pleased when Dave Gilbert replied as one of the "silent 500", no longer silent. He clearly enjoys racing his Comet within his club. He gives some idea of how he gets on in handicap racing, we don't hear much about this - - does anyone else have any comments?

I do like unexpected contributions, like I've had his time, dropping in the letter box, or reaching me in any other way, it makes editing a Newsletter like ours so much easier, keep it up.

Alan Browning, Editor

PERIHELION

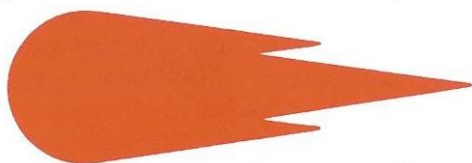
The next issue will be circulated in September 2001. Contributions to me by the end of August please.

Editor.

NOTICE BOARD

Mino 699 Grey hull, white deck. Combi-trailer, cover. Very good condition, since bought only had about 6 hours use. **£1650**

Susan Locke 01428 607138 (evenings) (Thursley, near Hindhead, Surrey)



Comet Class Association

Affiliated to the Royal Yachting Association